Amendments to the Specification:

Please replace paragraph [0014] with the following amended paragraph:

[0014] Fig. 4 is a cross-sectional view of a nacelle inlet lip anti-icing system in accordance with a fourth embodiment of the present invention; and

Please replace paragraph [0015] with the following amended paragraph:

[0015] Fig. 5 is a cross-sectional perspective view of a nacelle inlet lip anti-icing system in accordance with a fifth embodiment of the present invention.~~; and~~

Please replace paragraph [0020] with the following amended paragraph:

[0020] The anti-icing/oil cooling system 30 comprises principally a conduit ~~30~~ 34 defining an annular oil passage 40 which preferably extends the full circumference of the nacelle inlet lip 28 within the hollow cavity 29. Hot engine oil, having cooled the turbofan engine 14 is circulated through the oil passage 40, preferably continuously, before it is returned to the engine. The conduit 30 is defined within the hollow cavity 29 close enough to the outer surface 32 of the nacelle inlet lip 28 to permit heat transfer communication between the hot engine oil flowing through the oil passage 40 and the inlet lip icing regions on the outer surface 32 of the nacelle inlet lip 28. Accordingly, heat from the hot engine oil being circulated within the oil passage 40 is transferred to the inlet lip outer surface 32, thereby melting any ice

formed thereon and keeping the outer surface 32 sufficiently warm in order to prevent any ice build-up, while cooling the engine oil.

Please replace paragraph [0024] with the following amended paragraph:

[0024] The third embodiment of Fig. 3~~b~~B is similar to that of Fig. 3A~~2~~, however the conduit 130 further comprises an internal tube 152, which is integrally cast within the inlet lip 128 and defines the oil passage 140 therewithin. The internal tube 152 extends through the full circumference of the nacelle inlet and is comprised of a metal having a higher melting point than that of the base material of the nacelle 110, such that it can be integrally cast therein. The additional internal tube 152 integrally cast within the nacelle inlet lip 128 provides added protection against potential foreign object damage to the inlet lip 128 in comparison with the tube-less embodiment depicted in Fig. 3A~~2~~. Therefore, should a foreign object strike the inlet lip 128 of the nacelle 110, the added integrally cast tube 152 further protects the oil passage 140 against a possible breach which would result in oil pressure loss. Another advantage of using an integrally cast tube 152 is that such pre-manufactured tubes are more consistently produced to high tolerances such that exact internal passage sizing is achieved, which permits optimum heat transfer from the hot engine oil to the outer surfaces of the nacelle inlet lip 128.